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THE BOAT TEAM

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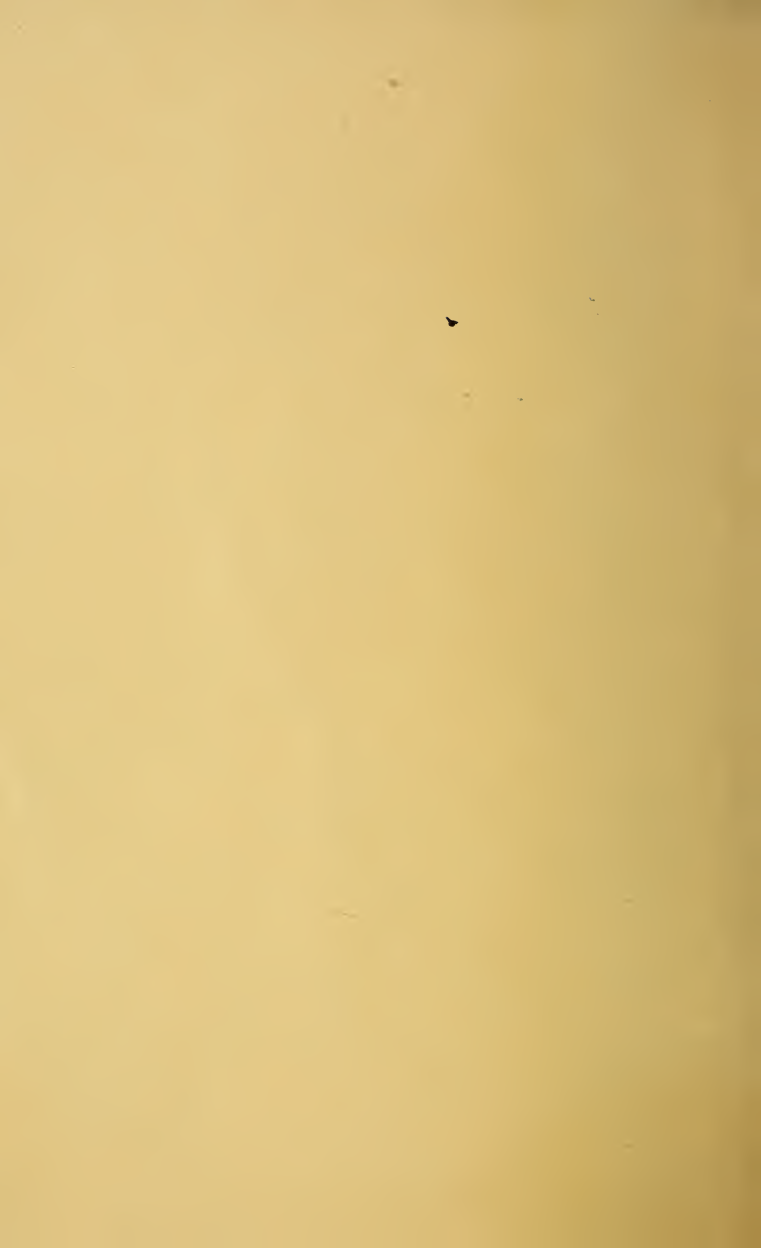
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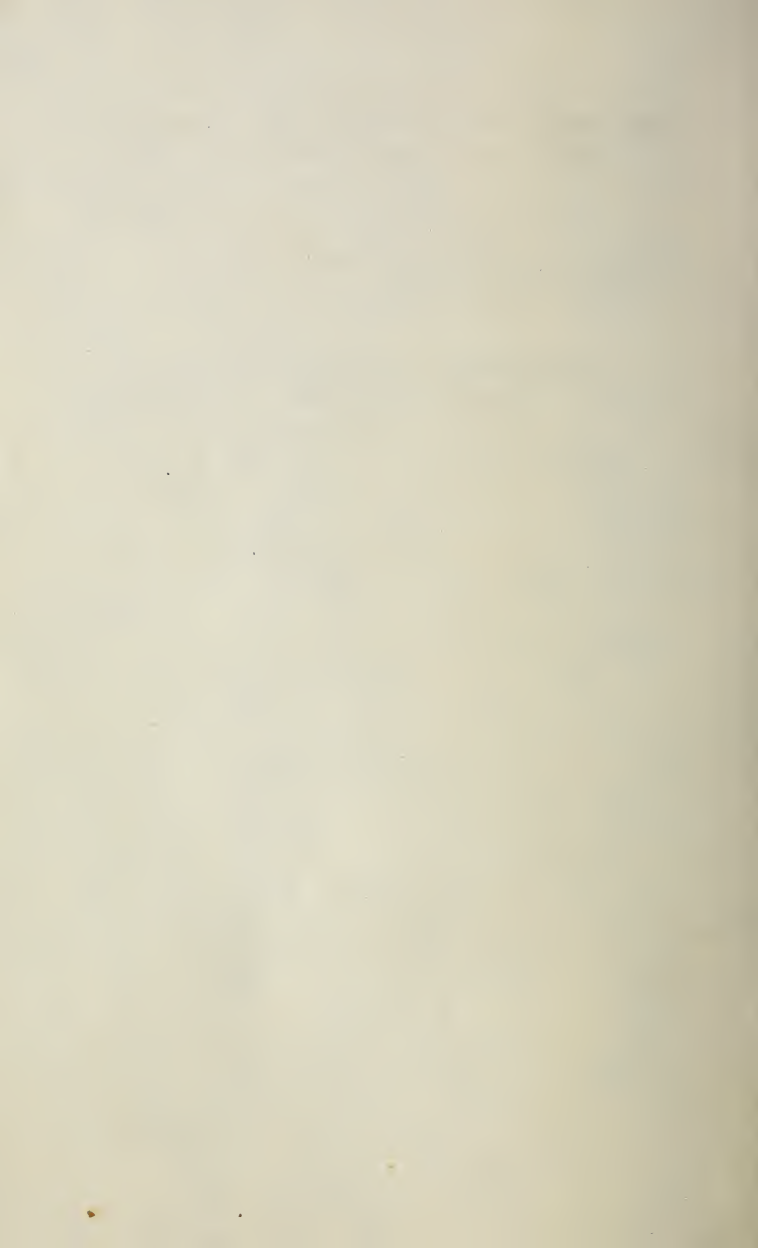
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'The Boat Team' is published for the information and guidance of all echelons of command down to and including the squad leader.

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THE BOAT TEAM

1. DEFINITION

A boat team is the group of men and equipment which is loaded in one landing boat or amphibian vehicle for movement from ship to shore in an amphibious operation. (The term landing boat is considered to also include amphibian vehicles.)

2. ORGANIZATION

A boat team is organized as follows:

- a. 1-Boat Team Commander.
- b. 1-Assistant Boat Team Commander.
- c. Loaders. (Eight men are usually assigned as loaders)
- d. Squads and detachments as assigned.

3. DUTIES

a. BOAT TEAM COMMANDER

The senior commissioned officer or non-commissioned officer of the boat team is the boat team commander and is responsible for:

- (1) Preliminary training.
- (2) Preparation and inspection preliminary to debarkation from ship to landing boat.
- (3) Supervision of shipboard movement from boat team assembly area up to debarkation station.
- (4) Debarkation from ship to landing boat.
- (5) Lashing and lowering of equipment.

- (6) Boat discipline.
- (7) Debarkation at beach.
- (8) Action after leaving landing boat at beach.

b. ASSISTANT BOAT TEAM COMMANDER

The commissioned or non-commissioned officer next senior to the boat team commander is designated the assistant boat team commander. He assists the boat team commander, and takes his place, if necessary.

c. LOADERS

Men of the squads and detachments which make up the boat team are designated by the boat team commander to load equipment into the landing boat. Eight (8) men are usually so assigned.

d. SQUADS AND DETACHMENTS

The integrity of the squads and detachments which make up the boat team must be maintained. Observers, radio operators, and headquarters personnel may be formed into small groups, under their own leaders, or attached to one of the squads. The boat team must be prepared to fight, as a team, after reaching the beach.

4. PRELIMINARY TRAINING

Prior to embarking for an amphibious operation, combat training of individuals and teams, and full scale rehearsals, should be completed. For security reasons, information regarding the exact location of the amphibious operation is not usually made known to the individual marine

or soldier until after he has embarked in his transport. He must then be told exactly what his job is in relation to the other members of his team, from the moment his ship arrives in the transport area until he is on the initial objective ashore. This detail and exact briefing of individuals is the joint responsibility of platoon leaders and boat team commanders. Platoon leaders brief on assembly and tactics ashore. The boat team commander must train his boat team to assemble in the boat team assembly area below decks, move topside in an orderly formation, and debark rapidly from the debarkation stations into the small boats. A boat team commander organizes his team and arranges the order in which it debarks from the ship into the landing boat. He is also responsible for proper debarkation from the landing boat at the beach in accordance with the tactical plan.

5. PREPARATION PRELIMINARY TO DEBARKATION FROM SHIP TO LANDING BOAT.

Upon receipt of the order to prepare for debarkation from ship to landing boat:

- a. The boat team commander inspects his men in the boat team assembly area, which is normally below decks. The boat team remains in this assembly area until just before the time for actual debarkation. This helps to prevent casualties from enemy strafing, rocket attacks, and bombing, and keeps the decks clear of troops not required topside.

b. In the assembly area, the boat team commander inspects the arms and equipment of his troops to be sure everything is ready for debarkation.

c. He checks each man to see that individual equipment is properly adjusted as follows:

(1) LIFE BELT

(a) If pneumatic lifebelt is worn, it is worn under all equipment and well up on the chest, buckle and capsules on the right side.

(b) If yoke type kapok lifebelt is worn, it is slung over the neck, riding on top of the pack, over the shoulders, and resting on the chest. It is secured by means of straps passing under the crotch and securing at the waist in the front.

(2) GAS MASK

The gas mask is slung over the left shoulder, under the pack, and well back on the left hip, the waist strap is wrapped around the cartridge belt.

(3) PACK

The pack is worn in position, riding high on the back. It is attached to the cartridge belt by straps. The cartridge belt is unbuckled.

(4) CANTEEN

The canteen is worn on the left hip. If two are worn, the second is worn on the right hip.

(5) SHOULDER WEAPON

The shoulder weapon is slung on the left shoulder, with muzzle up and sling to the front. When the combat pack without blanket roll is worn, the barrel of the weapon is forced around and to the right side of the combat pack. The sling should be of proper length to hold the weapon securely on a man's back. When the combat pack with blanket roll is worn, the barrel cannot be forced around the pack. In this case, the sling is passed around the bayonet on the left side of the pack, (if there is no bayonet, the sling is tightened on the left shoulder), the canteen inserted between stock and sling, and the weapon shoved well up on the shoulder.

(6) HELMET

The helmet chin strap is unfastened.

(7) ALL EQUIPMENT

Is worn so that it can be discarded instantly.

(8) GLOVES

Gloves will not be worn while climbing up or down cargo nets. If specifically ordered, inner gloves may be worn in an operation in extreme cold.

- d. The boat team commander insures that each man knows his proper place in the boat.

6. DEBARKATION FROM SHIP TO LANDING BOAT
- e. He assigns one man to carry the boat sign.
 - f. He has lashing lines placed on all equipment prior to arrival at the debarkation station. Items of heavy or bulky equipment, such as mortar baseplates, may be placed on deck, out of the way, but close to the assigned debarkation station, prior to the formation of the boat team in its assembly area. Such items of equipment should be kept apart as a group, plainly marked and lashed, ready for lowering.

6. DEBARKATION FROM SHIP TO LANDING BOAT

- a. Upon receipt of the order to debark from ship into landing boat, the boat team commander leads his team to its assigned debarkation station. The assistant boat team commander brings up the rear of the team to prevent straggling. Every member of the boat team must be thoroughly familiar with the route from the boat team assembly area to the debarkation station. In darkness, while enroute to the debarkation station, the team remains in column, well closed up, each man placing one hand on the man ahead of him.
- b. The debarkation station is designated by a color and a number. The ship's debarkation officer, from his station on the bridge of the ship, orders a landing boat to proceed from one of the boat assembly areas at the stern quarters of the ship to the designated

debarkation station. This order is transmitted from the bridge either by loud speaker, or by a flag designating the type of landing boat required. This flag is displayed above another flag of the same color as that marking the debarkation station to which the landing craft is to go. At night the landing boat is called to the debarkation station by flashing a colored light. This light is of the same color as that marking the debarkation station. Using this light, a signal designating the type of boat required is flashed to the boat assembly area by the debarkation officer. A boat of the desired type is then dispatched to the net at the designated debarkation station. The operations officer of the troop unit is usually the troop debarkation officer. He is stationed on the bridge and orders the boat teams up to their debarkation stations.

c. When the landing boat is in position at the debarkation net, the following procedure is executed:

- (1) The naval debarkation station officer notifies the boat team commander that the boat is alongside, ready to receive men and equipment.
- (2) On order of the boat team commander, the assistant boat team commander and half the loaders descend the net, which is held taut and away from the gunwale of the boat by the crew. When the loaders are in the landing boat, they take station, two (2) on

each side of the net, to receive and stow equipment as it is lowered. The next rank of the boat team follows the assistant boat team commander and the four leaders down the net. Upon entering the landing boat, this rank relieves those members of the boat crew who have been holding the net.

- (3) The boat team commander orders personnel over the side in ranks of two, three, or four men, depending upon the width of the net. Nets must always be used to full capacity. Each man keeps abreast of the other men in his rank while descending. Hands are kept on vertical lines and well apart. Feet are placed on horizontal lines. In descending the rope net, the feet are separated by one mesh. In going down a chain net, the feet are placed on adjacent sections. Troops climb all the way down the net, and step into the boat facing the bow. Troops must not attempt to jump the last few feet.
- (4) The assistant boat team commander, from his position in the landing boat, assists the boat officer or coxswain in maintaining boat discipline. He sees that all men go promptly to their assigned places, unsling their rifles, hold them at an angle pointing outboard from the ship and face the bow of the landing boat. (stern of an LVT) The troops are

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placed in the landing boat in such a manner as to permit them to deploy immediately into the proper tactical formation when they leave the landing boat at the beach. Troops may remove their packs and remain standing until they reach the line of departure.

7. LASHING AND LOWERING OF EQUIPMENT.

- a. The landing team provides one lashing line for each piece of equipment to be hand lowered. This lashing line should be made from nine (9) thread line. It should have a minimum length of eight (8) feet, with an eye splice at each end of the line. Extra heavy equipment requires doubling of lashing lines. Bulky equipment requires longer lashing lines.
- b. The landing team provides two (2) guide lines for each debarkation station. A guide line is made from nine (9) thread line. It is fifty (50) feet long, and has a steel hook spliced in one end. The space between the barb and the shank of the hook should be open enough to take a nine (9) thread line, (the lashing line).
- c. The piece of equipment to be lowered is lashed with the lashing line prior to its arrival at the debarkation station. The lashing line is tied to the heavy extremity of the equipment with a clove hitch, with half hitches taken toward the lighter end. The lashing line is secured so that both eyes ride free, one

- at the heavy end, and one at the lighter end of the piece of equipment.
- d. The hook end of the guide line is hooked in the eye at the heavy end of the piece of equipment, and the lowering line is hooked in the eye at the lighter end of the piece of equipment. While the equipment is being lowered, the loaders in the boat keep the guide line taut, guiding the piece of equipment into the boat.
 - e. Troops and equipment debark simultaneously the equipment being lowered at the sides of the net.
 - f. Two loaders on each side of the net at the debarkation station lower the equipment to the loaders on each side of the boat.
 - g. On some ships, davit-whips are available at certain debarkation stations to facilitate the lowering of heavy pieces of equipment. Whips may be manned by members of the ship's company, or by the loaders of the boat team. Canvas lowering bags are also sometimes used in place of lowering lines.
 - h. The assistant boat team commander supervises the stowing of equipment in the boat. The stowing of equipment and cargo must be approved by the boat commander. If, at any time, the seaworthiness, the operation, or the safety of the boat is jeopardized by the stowing of the cargo, the boat commander may direct the boat team commander to restow the boat, but in

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so doing the tactical employment of the equipment upon landing and the requirements of the boat team commander must be duly considered.

- i. The boat team commander makes a final check to see that all personnel, equipment, and boat signs have been loaded into the landing boat. The boat team commander also makes sure that the guide and lowering lines have been drawn up, and are properly stowed at the debarkation station for use by succeeding boat teams.
- j. The boat team commander, after making his final check, quickly follows the last of his team over the side of the ship and into the landing boat.
- k. The boat sign, which shows the number and indicates the position of the landing boat in the ship-to-shore formation, is displayed prominently in the bow of the boat, port side.
- l. Upon completion of debarkation, the Naval debarkation station officer is responsible for securing all whips, lines and other ship's equipment at his debarkation station.

8. BOAT DISCIPLINE.

- a. After all personnel of the boat team and its equipment are loaded in the landing boat, the boat team commander so informs the boat officer or coxswain.
- b. The boat team commander gives the boat officer or coxswain a copy of the landing

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diagram, which shows the relative position of each landing boat in the ship-to-shore formation and the time each wave lands. Ship-to-shore movement is governed by a rigid time schedule.

- c. The boat team commander then takes his place in the stern of the landing boat until the Line of Departure is reached, when he moves to the bow, (to the stern of the LVT).
- d. The assistant boat team commander takes position in the stern of the landing boat, (bow of the LVT).
- e. Having embarked a boat team, each landing boat leaves the side of the ship and proceeds to a designated area, 500-1500 yards towards the shore from the transport, called the rendezvous area. The debarkation station officer notifies the ship's debarkation officer when he is ready for the next boat team to move up to his debarkation station. The troop debarkation officer orders the boat team commander (over the ship's loud speaker system or by telephone) to proceed to the debarkation station. A variation of this method of notification is to have a messenger at each debarkation station. On order of the troop debarkation officer, the messenger proceeds to the boat team concerned, and directs it to move to the debarkation station. The troop debarkation officer must anticipate the time at which each

succeeding boat team should report at the debarkation station. Timing should be such as to avoid any delay in debarkation of boat teams from a station. Successive teams should arrive on station as preceeding teams clear. Similar timing- in arrival of boats alongside the net to receive successive boat teams - must be planned by the ship's debarkation officer. To do this, he must be notified by ship debarkation station officers sufficiently in advance so that a boat will be ordered and will arrive alongside a debarkation station at the same time the boat team reports. The troop debarkation schedule must be followed, and may not be altered without consent of the Commanding Officer of Troops.

- f. In the rendezvous area, each landing boat joins the other landing boats in the wave to which it belongs. The boats in each wave move in a circle, within that part of the rendezvous area assigned, until all landing boats scheduled to go to the beach at the same time have arrived from the transport and have joined their respective waves. The boat group commander notifies the boat wave commander of each wave when that wave is to leave the rendezvous area. On signal of the wave commander each wave proceeds to the Line of Departure, which is normally about five thousand (5,000) yards seaward from the designated beach. After the landing boat

leaves the ship's side, and until the Line of Departure is reached, troops may sit or stand. Troops must remain in their assigned places in the landing boat. Each wave of boats crosses the Line of Departure on signal from the control vessel, and proceeds to the beach. Packs are put on just before crossing the Line of Departure.

- g. If requested by the boat officer or coxwain, the boat team commander will post a bow - lookout to watch for and report the presence of shoals, rocks, coral tops, mines and any other obstacles or obstructions to the safe passage of the landing boat.
- h. While enroute to the shore, an air-lookout is posted by the boat team commander. The duty of this man is to give warning of air or guided missile attack. Anti - aircraft fire from boats is subject to current orders of the attack force commander.
- i. After leaving the Line of Departure and while enroute to the beach, the boat team commander orders the boat team to fix bayonets and to get into a kneeling position. Troops remain in place and assist each other in this preparation, keeping below the gunwales at all times after the Line of Departure is crossed.
- j. The boat team commander observes enemy installations, terrain and objectives

ashore. When the landing boat is about one minute from the beach, the boat team commander orders, "STAND BY," at which time cartridge belts and chin straps are fastened, and the men prepare themselves for the jolt of the landing boat hitting the beach. Life preservers are worn ashore and dropped above the high water mark on the beach.

k. COMMAND RELATIONS.

The boat team commander and the boat officer or coxwain of a landing boat must understand each other's problems and responsibilities. They must work together. The boat officer or coxwain is in charge of the landing boat, and is responsible for stowing personnel and cargo, for keeping the boat in its place in the prescribed formation, for landing the boat on the designated beach at the time ordered, and for carrying out all boat signals and orders for his boat. If the boat team commander considers the movement of the boat to be contrary to existing orders, or such as to prevent the boat team from executing its mission upon landing, he shall immediately notify the boat officer or coxwain.

9. TRANSFER OPERATIONS - LCVP to LVT.

The following procedure is employed when transferring personnel from LCVP's to LVT's in order to get them across reefs or obstructions

seaward of the landing beach. The crew of LCVP's engaged in a transfer operation, lash one (1) wooden 2 x 4 in an upright position to the star-board gunwale at the forward engine compartment bulkhead, in the after section of an LCVP. This 2 x 4 should project above the gunwale about two feet thus affording a hand hold for troops during the actual transfer. The LCVP will come alongside the LVT, mooring bow to stern. Men will transfer individually from the after section of the LCVP to the forward section of the LVT. Two men are detailed to assist members of the boat team in climbing out. All transfers are made in a semi-crouching position each man stepping from the gunwale of the LCVP over to the gunwale of the LVT, opposite the gunner's platform. Men enter the well of the LVT using the gunners platform as a step. Once in the LVT, they proceed to the after section of the LVT AND face aft, keeping the forward area clear for the men who follow. The first two men to enter the LVT remain by the gunner's platform to assist the remainder of the boat team in embarkation and in transferring equipment.

10. DEBARKATION FROM LANDING CRAFT AT BEACH.

- a. When the landing boat beaches; the ramp goes down; the boat team commander orders, "LAND." The boat team commander leads his men ashore. LVT's in assault waves normally proceed inland to first available cover before debarking boat teams,
- b. Each man remains crouched below the gunwale of the landing boat until it is

his turn to move out. The assistant boat team commander is last.

- c. In landing from the ramp type landing boat, the starboard (right) column walks down and steps rapidly off the right corner of the ramp and deploys to the right front. The port (left) column walks down and steps rapidly off the left corner of the ramp and deploys to the left front. The center column debarks over both outer corners of the ramp, after the outboard columns. The front center ramp is never used. In deploying, individuals take their tactical positions in the assault formation. Troops assigned to landing boats which are not in assault waves, may take position in and debark from their landing boats in non-tactical formations. Positions of individuals as ordered by the boat team commander.
- d. In order to avoid being injured by the movement of the boat, TROOPS WILL NOT RUN DOWN A LOWERED RAMP OR JUMP OFF A PARTIALLY LOWERED RAMP. Promptness is essential if casualties are to be kept at a minimum. Speed can be obtained by careful organization of, and training in, the details of debarkation. Each man must be told exactly what equipment he is responsible for unloading from the boat. He must be trained to take this equipment ashore, and to retain it until ordered to dispose of it.
- e. In case the ramp becomes jammed and

cannot be lowered, men immediately debark over the gunwales on both sides of the landing craft. Troops do not stand up on the gunwale and jump off. Keeping low, they roll themselves over the sides, let themselves out full length, and then drop onto the beach or bottom so as to land facing the enemy.

11. ACTION AFTER DEBARKATION FROM LANDING CRAFT.

After debarkation from the landing craft, troops cross the beach at a slow dog trot. Troops do not stop to take cover while crossing the beach unless fired upon by aimed automatic weapons fire. The boat team commander is responsible for the advance and conduct of the attack by the entire team. Elements of the boat team join their respective tactical units when ordered by the boat team commander to do so.

The assistant boat team commander must see that all men clear the boat, move inland, and join the boat team.

The boat sign and life preservers are dropped on the beach just above the high water mark so that they may be recovered by the Shore Party, and returned to the ships.

12. RE-EMBARKATION

- a. Prior to re-embarkation after a landing exercise, the boat team commander should have his men take off their equipment and exercise their arms and shoulders. This will make the men fresher for their climb up the net.
- b. Immediately prior to the boat coming

alongside the ship, the boat team commander will order the boat team to put on equipment leaving their helmet chin straps and cartridge belts unfastened.

c. NET PROCEDURE.

- (1) In re-embarkation, each rank should wait for the boat to reach the crest of the wave, then reach as high as possible on the net and commence climbing immediately. On the initial climb, all effort must be made to rapidly place as much space as possible between the men and the boat.
- (2) Vertical strands of the net are grasped with the hands in climbing. The hands should not reach above the head. The net should be pulled as close to the body as possible, the back kept straight, the legs furnishing most of the power necessary to ascend the net, while the hands steady the body. Greatest physical burden should be placed on the legs, not the arms.

d. BOAT TEAM PROCEDURE.

- (1) The boat team commander orders the assistant boat team commander and half the loaders up the net first. Other members of the boat team hold the net steady as they ascend. On reaching the deck of the ship, the loaders take stations, two on either side of the net, lower lines, and commence hauling equipment from

the boat. The other loaders of the boat team remain in the boat and secure and guide equipment for lift to the ship. Meanwhile, the boat team commander orders the remainder of the boat team up the net. After all other personnel and equipment have cleared the boat, the boat team commander orders the remaining loaders up the net. Men holding the net steady must be alternated. The boat crew holds the debarkation net steady as the last men ascend.

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